

CITY OF WOODSTOCK
TRANSPORTATION COMMISSION
Special Meeting
October 15, 2014
City Council Chambers

The special meeting of the Woodstock Transportation Commission was called to order at 7:05 PM by Chairman Andrew Celentano on Wednesday, October 15, 2014 in Council Chambers at City Hall.

A roll call was taken.

COMMISSION MEMBERS PRESENT: Chairman Andrew Celentano, Caron Wenzel, Mark Indyke, Jason Osborn

COMMISSION MEMBERS ABSENT: Susan Hudson

STAFF PRESENT: Assistant Director of Public Works Jeff Van Landuyt

OTHERS PRESENT: City Clerk Dianne Mitchell

APPROVAL OF MINUTES:

Motion by C. Wenzel, second by J. Osborn to accept the September 17, 2014 Regular Meeting minutes as presented. Ayes: M. Indyke, C. Wenzel, J. Osborn. Nays: None. Absentees: S. Hudson. Abstentions: Chairman A. Celentano. Motion carried.

FLOOR DISCUSSION:

A. Celentano advised that he went to City Council to report on two of the boys that worked with the Commission on projects in 2013 and the successes that they have had such as scholarships, getting into Perdue, and an internship in Germany. He stated that their experience with the Commission has apparently helped them become successful. He reported that he has had discussions with the City of Wheeling and New Hyde Park, New York and they are now looking into similar projects. He stated that he ran into Carol Smith, who is with District 200, and told her about the kids and the projects and she advised that she didn't know anything about it. He reported that he and J. Van Landuyt are meeting with Superintendent Moan to make sure he is aware of the Commission's interaction with students.

A. Celentano referenced an article in The Economist reporting that 47% of employment in America is at high risk of having their jobs automated away over the next decade or two. C. Wenzel thinks this might be an opportunity for people to go into professions that they really want to do. She stated that automation has made so much leisure time; it frees you to do what you want to do. J. Osborn stated that The Economist didn't talk about all the world's problems that aren't being solved and noted that the labor force right now is tied into making a living where somebody has allowed them to make a living. He stated that there are lots of problems in this world that are going unsolved. He stated that for planners, the rate of change is going to be dramatic. He advised that the rates of change could be hitting much faster and as the economy changes it needs different modes of transportation so building up mobility of all modes is important to give you flexibility so as the economy changes you are prepared.

A. Celentano stated that his point is; the Commission's interaction with the students make them more qualified. C. Wenzel agreed and stated that there should be more apprentice type opportunities with other areas of government. She noted that kids are not being taught how to think and solve problems and that's what is so cool about this program. A. Celentano stated that they are working on a real thing and there is the possibility that in their lifetime, the project may become a reality.

TRANSMITTALS: (No discussion or action requested)

1. U.S. Route 14 Multi-Use Path Gap Letter of Intent dated 10/2/2014

A. Celentano reported that Eberhard Veit spearheaded this movement. C. Wenzel stated that it was in the Northwest Herald. J. Van Landuyt stated that McHenry County, McHenry County Conservation District,

and the City are partnering on this project. The next move is getting an intergovernmental agreement approved by each of the three governing bodies.

2. City Manager's Newsletter Article 10/3/2014 – Rt. 47 Business Forum Scheduled
A. Celentano stated that he is going to try to attend the meeting.
3. Smartphones on Wheels – The Economist Technology Quarterly, September 6, 2014
4. S. Elgin to offer downtown business beautification programs, Daily Herald, 9/16/2014

OLD BUSINESS:

1. Consideration of revisions & acceptance of Chapter 6 – 2005 Transportation Plan
A. Celentano referred to Page 2 and suggested adding “2014”. He referenced the O’Hare International Airport section and suggested that it should say “Public Transportation from Woodstock to O’Hare requires the transfer from Pace bus, to Metra train, back to a Pace bus at Des Plaines or to CTA elevator train at Jefferson Park.” He advised that the next sentence should say, “Because of the complexity involving this mode of transportation, most travelers choose to drive personal vehicles to the airport or hire transport.” He referenced the rates and stated that it should say “\$10 per person” for the train.

A. Celentano referenced the Midway International Airport section, and stated that the sentence should read as, “Midway is not as accessible as the other international airports from which to choose.” M. Indyke suggested that it isn’t needed at all and should stop at “airports.” A. Celentano stated that the following sentence should be, “per person costs can range from \$15 for public transportation to \$113 for shared ride.”

J. Osborn stated that it isn’t fair to say Midway is not as accessible. He advised that it is easier to get there by transit than either Mitchell or Rockford. He advised that it is a shorter el ride to Midway from the Loop. J. Van Landuyt asked if they want to strike the sentence, “Whether using public transportation or personal or privately owned transportation options, Midway is not as accessible as the other international airports for which to choose.” and the Commission conceded. A. Celentano advised that the following sentence should read as, “Public Transportation from Woodstock to Midway requires the transfer from Pace bus, to Metra train, and then to the CTA elevated train.” He stated that the following sentence should read as, “Per person Costs can range from \$15 (public transportation) to \$113 (per taxi) for one way travel (67 miles) to or from Woodstock.

A. Celentano referenced the General Mitchell Milwaukee Airport section and advised that the sentence should read as, “There are many private options for traveling to the Milwaukee Airport from Woodstock requires less a time commitment of 1.5 hrs. than public transportation. A taxi ride from Woodstock to the Milwaukee Airport can cost as much as \$65; while a limousine ride will cost as much as \$142.”

A. Celentano referenced the Summary and Overview of County Airport Facilities section and advised that he added to the bottom of the first paragraph, “The benefits of these custom commercial operations, direct links to county businesses, air taxi services, and corporate transportation options increase the options for air travel in Woodstock and in McHenry County and should be supported in the future to enhance executive travel.” The group discussed the sentence. The following was suggested “Private options for traveling to the Milwaukee Airport from Woodstock requires less of a time commitment (1½ hours).” and “A taxi ride from Woodstock to the Milwaukee Airport can cost as much as \$65; while limousine rides will cost as much as a \$142.”

A. Celentano suggested, “The benefits of these custom commercial operations, direct links to county businesses, air taxi services, and corporate transportation options increases the options for air travel in Woodstock and in McHenry County. They should be supported in the future to enhance executive travel and provide another option for Woodstock residents.”

A. Celentano referred to the Galt Airport section and advised that it should say, “The airport is located in unincorporated Greenwood, IL and has both asphalt and turf runways. “Galt is the closest air facility to Woodstock.” A. Celentano stated that it would be interesting to see if the owner would want to get involved

with the City to increase his capabilities. C. Wenzel suggested letting it percolate for awhile and let them approach the City of Woodstock.

A. Celentano referred to the Highway and Public Transportation Links to Air Service section on Page 4 and suggested, "Public facilities that provide safe and convenient long term parking for ride sharing to/from airports should be considered in the future as a means to reduce traffic on highways and improve access." He suggested, "For instance, Metra is considering a transfer point in Des Plaines from the Northwest Line to the North Central Line that stops at O'Hare Airport that has a bus to the airport's people mover." He stated that they were talking about getting the transfer point fifteen years ago and he questioned what has happened to it. He advised that in the second to last line of the paragraph it should be, "then CTA Blue Line (el train)."

A. Celentano referred to the Goals and Objectives and suggested adding, "To encourage and support the transfer at Des Plaines to the North Central line from the Northwest line."

2. Update on High School Project Participation

J. Van Landuyt reported that they have a meeting next Wednesday and they will be taking the Fire Chief, a representative from Peet Freight, and the City's Street Supervisor to talk about mobility within a roundabout and problems with maintenance. J. Van Landuyt will confirm the meeting date with C. Wenzel. J. Van Landuyt advised that they are meeting with the school superintendent on Monday at 9:30 a.m.

NEW BUSINESS:

1. 5 year Capital Improvement Plan Review

J. Van Landuyt reported that Staff is producing the CIP and he is asking the Transportation Commission if there are any projects that they would like to see proposed. He stated that the first group of CIP's in the meeting packet is from FY14/15. These projects were proposed but not all of the projects were funded. He stated that the second group of projects are those that were funded in FY14/15. He advised that there is a blank form that they can use to submit projects. He advised that any new projects that Commission members might propose need to be submitted within the next two weeks.

J. Osborn noted that there are campus style bike racks at the Metra stop and south of the Square by the parking and advised that he doesn't think people like to use them because they damage their rims so you see people chaining their bikes to the fence or railing. He advised that it is an older style type of bike rack and it is easy for people to push your bike to the side and bend the rim. He stated that they look old and he suggested putting it on the radar to replace them with a new style. C. Wenzel stated that her husband uses the fence because it allows you to chain both tires to the fence, noting that he has tires stolen separately.

A. Celentano stated that Eberhard Veit advised that the bike racks with the vertical slats are not a good thing. He reported that when he was in New York he saw a bunch of different types of bike racks and stated that it's not just a matter of replacing the bike rack, but it's what do you replace it with. He thinks it might not be a bad high school project. J. Osborn agreed that they could investigate the plus and minuses behind the different styles. He advised that he counts 9-11 bikes in the morning. A. Celentano stated that they could redesign it and replace the bike racks at the train stations.

C. Wenzel reported that there are two large potholes that you can't really see and one of them is on Catalpa by Studio 2015. She stated that there is a sidewalk fragment in front of IDOT on Catalpa that is more than two inches up and down. She reported that the corner when you are going north on Dean Street past the park is really coming apart. M. Indyke reported that Clay Street is rough.

M. Indyke referenced one of the FY14/15 CIP submittals titled Roundabout Intersection Improvements and stated that one of the intersections listed for possible consideration of a roundabout is also on IDOT's list that is targeted to be constructed with the Rt. 47 improvements. A. Celentano advised that the Rt. 47 improvements have not been funded yet. J. Van Landuyt advised that no funds were requested for Roundabout Intersection Improvements in the City's proposed FY14/15 five-year planning period.

M. Indyke stated that it appears as though the City may not be completing any crack sealing this year. J. Van Landuyt stated that the bids originally came in \$15,000 over budget. Under the Motor Fuel Tax Program (MFT), there is an opportunity to reduce the amount of work to be completed if bids come in higher than anticipated without having to re-bid. He stated that the City thought a 10% reduction was the allowable limit but it is actually 25%. He advised that with the understanding that it was 10%, the City had moved to reject the bid. The City was going to award it at the last City Council meeting, but the City Attorney stated that they can't award a bid after its been rejected and it has to be rebid. He noted that the City is going to use some general fund dollars to get a small amount of crack sealing done yet this fall.

J. Osborn referenced one of the FY14/15 CIP submittals titled Dean St. Sidewalk – Rt. 14 to Hercules, and asked if it isn't part of the Safe Routes to School plan. J. Van Landuyt advised that it is not. J. Osborn stated that he had heard a story of a middle schooler that was riding his bike to the school and got detention for riding his bike. J. Osborn stated that it is a sizable project and noted that it looks like there should be some cost participation from the district.

J. Van Landuyt stated that when Applecreek went in and the developer was donating property for the schools, the City was concerned about kids getting to the schools and at that time the district said there will be no children walking or riding their bikes to the schools. He advised that part of that project is trying to find a safe way to get kids safely across U.S. Rt. 14. He stated that the maximum award per project under the Safe Routes to School Grant is \$200,000 and it requires that you complete the route not just construct a portion of it. The City would have to come up with millions of dollars to construct a sidewalk on Dean Street between U.S. Rt. 14 & Hercules Rd.

J. Osborn questioned whether the School District is required to consider sidewalk installation when permits are pulled. J. Osborn stated that for Woodstock North they built an eight million dollar swimming pool but didn't bother to do anything about the roads leading to it. He stated that there is nothing compelling them to make those decisions in terms of when those went in and he finds it disappointing that those things happen.

C. Wenzel stated that District 200 is huge, it's a consolidated school district and it is one of the largest geographically in Illinois. She stated that they make these decisions to serve District 200 and if someone gives them land for a school they take it and if there is a road by it they are okay with that. She stated that she doesn't believe there are any protocols in place to make sure that the school is connective to the rest of the area. She stated that it's a disconnect and maybe it's something that should be addressed under connectivity. She advised that eventually things will be built out to Creekside Middle School but that may be 25 years or more and what are the transportation options going to look like then?

J. Osborn stated that for any middle school you know the kids are going to be biking or walking. C. Wenzel agreed and stated that it is kind of like a three ring circus out there and it wasn't well designed. J. Osborn stated that this item is in the draft FY14/15 Safe Routes to Schools CIP and it mentions District 200 at the beginning of it, so the question is if there isn't money to do it then does it belong in the CIP even though there is a need? A. Celentano advised that there isn't any money now, but if it isn't included in the CIP then nobody will take a look at it. The group discussed putting in the sidewalk or a multi-use trail down Dean to Hercules Rd.

J. Osborn stated that there is conservation district property along Dean Street so there may be a possibility of coordinating activity with Woodstock School District, the McHenry County Conservation District, and the City on the larger project. He thinks a multi-use trail would be more of that caliber and be more consistent with getting the residents access to that district property which would get you a good ways to Hercules; it would get you across Rt. 14. A. Celentano stated that you could get across Rt. 14 with crossing guards.

C. Wenzel stated that if the conservation doesn't have to pay for it they will co-support projects in terms of doing things. She stated that it's their property and if a trail is put in and they maintain it, but they don't have to pay for the trail, it becomes part of their budget. She stated that also there is NRCS and the Defenders are around the corner so all of them are about public use trails so it would be a public sector thing. She stated that one of the things to consider is whether you want your kid going through this wilderness at 8:00 in the morning on a bicycle; it would require some special considerations.

J. Osborn stated that a multi-use trail seems more reasonable given the distance and the possible partnerships. C. Wenzel questioned if there is money available for a bike trail bridges. J. Osborn stated that they have snowmobile trail money too and they go up Rt. 14 so an extension to that would get them to amenities. He stated that sometimes you can tap into that because they divert certain State funds in the snowmobile maintenance funds and given that there are active snowmobile clubs in the area as well. He stated that middle schoolers are the most mobile group of people. C. Wenzel stated that some kid is always getting busted for riding their bike down there.

A. Celentano stated that he recalls that one lineal foot of concrete sidewalk is \$30 and questioned what it would be for a lineal foot of multi-purpose blacktop. He stated that you aren't going to do concrete for a multi-purpose path and he thinks blacktop might be a little cheaper.

J. Van Landuyt reviewed which projects were funded and how much money was allocated. He reviewed Traffic Signal Upgrades and stated that the City does own a few of its own signals and is responsible for maintenance on them. He advised that the funding is so the City can do upgrades noting that funding will be requested for next year.

J. Van Landuyt referenced the Bike Routes CIP and stated that the City is trying to find a way to implement the bike plan that the Transportation Commission developed. He stated that they are hoping to fund something in 15/16. He stated that they already talked about Dean St. sidewalk and advised that no funding was requested in 14/15. He referred to Rt. 47 Improvements and stated that although nothing was funded in 14/15 they did fund it at \$60,000 for a lobbyist. He referred to the Roundabout Intersection Improvements CIP and noted that there is a desire to do some of that in some areas of town, but it is a matter of priority and funding.

J. Van Landuyt advised that the Zimmerman Rd. extension from north of Country Club Rd. to Raffle which was going to be done by a developer. He stated that the work would be tied in with the development of the property that the fairground sits on. He stated that the Doty Rd. and Rt. 14 intersection improvements which were supposed to be done with the baseball stadium and the train station. He stated that as long as the baseball stadium isn't there, there isn't a push for a station.

J. Osborn stated that the station is part of the New Start Project. He advised that when he did the McHenry County 2040 plan, Rick Mack, who is the Community Affairs person, made sure that he understood that that station and the stations at Prairie Grove and Johnsbury were all part of the package for the Union Pacific Northwest line upgrades. He advised that is the way the project was submitted to the feds so it depends on their view and money for the whole project. In response to C. Wenzel, J. Van Landuyt advised that the station was planned for placement on Lily Pond Rd.

FUTURE AGENDA ITEMS

1. Continued Review of Transportation Plan – November 2014
2. Discussion on Frontage Roads along IL Rt. 47 Corridor – November 2014

ADJOURNMENT:

Motion by M. Indyke, second by C. Wenzel to adjourn the regular meeting of the Woodstock Transportation Commission to the regular meeting November 19, 2014 @ 7:00 PM. Ayes: Chairman A. Celentano, M. Indyke, C. Wenzel, J. Osborn. Nays: None. Absentees: S. Hudson. Abstentions: None. Motion carried.

Meeting adjourned at 8:37 PM.

Respectfully submitted,

Dianne Mitchell - City Clerk